



**GOVERNMENT OF INDIA
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**

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Subject: Fuel Planning for the Flights

1. Introduction

In the past there have been number of incidents either during adverse weather conditions or due to aerodrome limitations wherein the operating crew have declared MAYDAY FUEL for seeking priority in landing. In few cases after landing, the fuel available was less than the planned final reserve fuel.

Investigation of these incidents have revealed following deficiencies in fuel planning, crew decision making and support provided by the ATC.

- 1.1 Fuel carried on-board did not cater for second alternate
- 1.2 During flight, crew while deciding the alternate for diversion have not considered the nearest safe landing airport.
- 1.3 Crew did not declare MINIMUM FUEL to ATC.
- 1.4 After a crew has declared a MINIMUM FUEL, ATC has given additional clearances resulting in further depletion of fuel.

2. DGCA Requirement Regarding Fuel Planning

Para 4.3.6 of CAR Section 8 Series O Part II prescribes the minimum fuel requirements for the operation of aircraft. During adverse weather conditions or aerodrome limitations conditions, second destination alternate should also be factored during the flight planning stage. Para 4.3.6 (d) (2) regarding selection of second destination alternate inter alia requires as follows:

“where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel;”

3. Transit Flights

Flight dispatch should update the crew during transit halts regarding weather conditions at destination and alternates. Use of electronic briefing folder may also be considered for providing data to the crew.

4. Action By Air Traffic Control Unit

Whenever a crew declares MINIMUM FUEL to the ATC, it means that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible, should any additional delay occur. The ATC should facilitate the early landing for the aircraft.

The above instructions are for strict compliance by all the aircraft operators and ATC.

Sd/-
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